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panorama of the mighty Himalayas at the very culminating point of their grandeur, where all the loftiest peaks in the world were majestically arrayed before us. . . . As I looked out of my tent in the early morning, while all below was still wrapped in a steely gray, far away in the distance the first streaks of dawn would be just gilding the snowy summits of Mount Everest, poised high in heaven as the spotless pinnacle of the world. By degrees the whole great snowy range would be illuminated and shine out in dazzling, unsullied whiteness. Then through all the day it would be bathed in ever-varying hues of blue and purple till the setting sun clothed all in a final intensity of glory, and left one hungering for daylight to appear again.

Captain Wood stood 45 miles nearer to the mountain last summer than the place where Younghusband's camera had been set up the previous season; but Wood was on the south side of Everest in Nepal, and what he saw there inspired merely the laconic remark that "from this place Mount Everest is an insignificant point just visible in a gap of the main range."

Perhaps the most important information brought by the party which Captain Rawling led due westward, when the British expedition was returning from Lhasa to India last year, was that there is no mountain nearly so high as Everest to the north of it. It is probable, therefore, that Mount Everest will always have the distinction of overtopping every other peak.

COMMANDER PEARY'S START FOR THE ARCTIC.

The Peary polar expedition on the new steamer, the *Roosevelt*, started on Sunday, July 16, from its anchorage in the North River, for Sydney, C. B., the Smith Sound channels, and the Arctic Ocean. On July 11 the sealer *Erik*, which had been chartered as an auxiliary vessel, left Sydney for Smith Sound with 600 tons of coal and a supply of whale pemmican that had been prepared for Mr. Peary, for dog food. The *Roosevelt* left this port with full supplies for two years, a complete equipment for the exploratory work, and 400 tons of coal. The buoyancy of the vessel fully met Mr. Peary's expectations, and this was especially gratifying, as fears had been expressed that on account of the great weight, in proportion to its size, of the hull, heavily strengthened, as it is, at every point, her cargo carrying-ability would be much reduced. These fears, however, have proved to be groundless.

During the last few days of preparation the funds at the disposal of the explorer were increased by contributions from a number of gentlemen and by benefit performances given by the Boer War Exhibition at Coney Island to the amount of over \$51,000, and he was thus able to make many very desirable additions to his equipment which otherwise he might have been compelled to forego.

It is due to the munificence of Mr. Morris K. Jesup and other members of the Peary Arctic Club, Mr. George Crocker and other private contributors that the Peary expedition has started north with a splendid ship and adequate resources of every kind. Of the \$51,000 above mentioned, Mr. Morris K. Jesup contributed \$25,000, Gen. Thomas H. Hubbard \$10,000, and the Boer War Exhibition \$500. The fact is also now made known that in January last Mr. George Crocker contributed \$50,000 to the fund.

When he left New York, Mr. Peary expected to take on about 200 more tons of coal at Sydney, where Captain Bartlett, who will command the *Roosevelt* under Mr. Peary's orders, will come aboard with his Arctic crew. The explorer is accompanied by his former assistant Matt Henson, Charles Percy, his old steward, Dr. Louis J. Wolff, physician, and Rosse Marvin, geologist. The crew will number 15 men. The full roster of the expedition, as it leaves Sydney, will be printed in the BULLETIN later. The explorer is accompanied by his family as far as Smith Sound.

Mr. Peary expects to arrive in the Smith Sound region early in August, and will there add walrus to his supply of dog food. He will take on board the *Roosevelt* all the Smith Sound natives who can be utilized, together with their dogs. He will depend entirely upon these Eskimo dogs to haul his sledges. On his way north through the channels leading to the frozen sea he will probably establish supply depots at Fort Conger, Cape Lawrence, and Cape Frazer. If the ice conditions in the straits prove to be bad, everything possible will be done to force a passage through, the *Roosevelt* having been specially built to do the hardest kind of ice work; and dynamite will be used, where necessary, to open a channel.

The explorer hopes to spend the dark months of next winter on his ship, probably near the coast of Grant Land, with his Eskimos camped on the neighbouring shore. Meteorological and magnetic observations will be carried on during the winter, and the preparations for the sledge journey to the North Pole will fill many of the waking hours.

As soon as there is sufficient light in February the pioneer sledge party of Eskimos, with a leader, will start over the sea-ice and will quickly be followed by the main body. There will be from twenty to twenty-five sledges in the two parties, with six or eight dogs to a sledge. The scientific instruments on this journey will be those required to take observations for position, thermometers, and sounding apparatus. The journey to the Pole and back again to the land-base will be about 800 miles, and,

if good fortune attends his enterprise, Mr. Peary thinks that he should rejoin his ship some time in June next year. If he succeeds in reaching the Pole during the spring sledging season of 1906, he will be ready to start for home as soon as he returns to the vessel, will try to force his way southward to the open water below Smith Sound, and should reach this city by September or October, next year, fifteen or sixteen months after the *Roosevelt's* departure from New York. A prize fund of \$25,000 will be distributed among Peary's men if the Pole is attained and the expedition returns to New York within eighteen months.

If, on the other hand, he does not succeed in reaching the Pole next spring he will make another attempt a year later. It is hoped, in fact, that before circumstances compel him to return home he will have a sledging season so favourable for his undertaking as to enable him to achieve the task before him.

The *Roosevelt* attracted much attention after her arrival in New York. She came from Portland, Me., in charge of Commander Peary, and reached her anchorage off Forty-second Street, North River, on Sunday, July 2. She came under steam, and on the way along the New England coast gave evidence of her sea-going qualities and manageability that was in the highest degree gratifying to the explorer and the officers and crew. She made ten knots an hour, drove easily and with little rolling, and responded quickly to every turn of the wheel.

On July 3 the *Roosevelt* was placed in a dry dock in Hoboken, where the hull was cleared of the barnacles and other material that had become attached to the bottom, and a few more bolts were put through the prow, and the vessel then returned to her anchorage in the North River.

A number of persons improved the opportunity while she was in the dry dock to study the model of the fourth vessel to be especially built for polar exploration. The *Roosevelt* resembles the *Discovery* more than the *Fram* or the *Gauss*; but she is egg-shaped rather than kettle-bottomed, her stem has about ten degrees more rake, or, in other words, she has a more slanting prow than the *Discovery* and a rounding form that can nowhere be grasped by the ice.

There is little to add to the brief description of the vessel that was printed in the BULLETIN for April (p. 220). It may be noted, however, that the beams and bracing of the sides to resist pressure are unusually massive, and the vessel is filled in almost solid for ten feet back of the bow, where it meets the impact of the ice.

The rudder is so adjusted that it may be lifted out of danger from contact with the ice, the stem and bows are armoured with heavy plates of steel, and the outer planking is protected by a $2\frac{1}{2}$ -inch course of greenheart ice-sheathing. The vessel has a three-masted schooner rig, carries fourteen sails, and has a sail area somewhat less than that of a three-masted coasting schooner of the same size. Her gross registered tonnage is 614 tons and her maximum load displacement is about 1,500 tons.

Peculiarities of the machinery installation are: a compound engine of massive construction; an unusually heavy shaft of forged steel, 12 inches in diameter; a massive propeller, $10\frac{1}{2}$ feet in diameter but with blades of large area, which are detachable in case of injury, and extra blades are carried; a triple boiler battery; arrangements for admitting live steam to the low-pressure cylinder, in order to increase the power largely for a limited time; an elliptical cruiser type smokestack, to reduce wind resistance.

The best quality of material and labour have been put into the ship, and it is believed she is the strongest and ablest ship ever built for Arctic exploration.

On Thursday afternoon, July 6, a large number of ladies and gentlemen, on the invitation of the Peary Arctic Club, took a trip on the *Roosevelt* down the bay as far as Fort Wadsworth and back to the anchorage. All the shipping in the harbour saluted the new Arctic steamer, and the whistle of the *Roosevelt* was in constant commission replying to these courtesies. The guests had ample opportunity to look around the little vessel. They could easily see that the vessel had been built for the sternest utility, that not a cent had been used for ornamentation, and that all thought and energy had been given to making her staunch in every timber and comfortable for the men.

The deckhouse amidships has small rooms for the commander and officers, besides kitchen, dining-room and chart-room, with a few bunks in the passageways. The wheel is on the roof of this cabin forward, the crow's nest is at the top of the central mast, and the quarters of the crew are in the forward deckhouse. Some of the guests went down into the hold to get a better idea of the remarkable system of beams and braces that would seem to render the vessel practically uncrushable.

The guests were received by commander and Mrs. Peary as they came aboard, and refreshments were served during the four hours of the sail. Among those present were Rear-Admiral J. B. Coghlan and Mrs. Coghlan, Brig-Gen. F. D. Grant, Henry G.

Bryant, President of the Philadelphia Geographical Society, Prof. William Libbey, of Princeton University, Madison Grant, President of the New York Zoölogical Society, Prof. Angelo Heilprin, of Philadelphia, Col. David L. Brainard, of the Greely Arctic Expedition, Amos Bonsall, sole survivor of the Kane Expedition of 1853-5, Dr. Henry M. Leipziger, Supervisor of the New York Free Lecture Course, and Mr. Banyer Clarkson and Mrs. Clarkson.

MAPS: THEIR HANDLING, CLASSIFICATION, AND
CATALOGUING*.

BY

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It has appeared to me that a presentation to this Congress of the methods adopted by the American Geographical Society in its map-room, and the reasons for their adoption, might prove interesting, if not instructive. There is no intention or desire to urge upon others the plans which we find practical, as we are fully aware that in the internal organization of any institution there may be causes at work to prevent or to modify the use of systems otherwise desirable.

Most librarians receive their maps in three broad groups, *i. e.* (1) flat sheets *unmounted* (as issued by private firms or Government institutions); (2) *folded*, either with or without protecting covers or cases, mounted on muslin or cloth, and sometimes dissected or cut up into sections, allowing them to be folded without detriment to the map; and (3) on *rollers with ledges*, generally mounted or backed with muslin, sometimes without either mounting or rollers, but at any rate as roller or rolled maps.

Reverting to the subject of Classification, it may be conceded that the choice of a system—numerical, alphabetical, chronological, or topographical—is only a matter of personal preference, so long as the catalogue entry corresponds with the map.

There are several very distinct groups into which sheet maps may be divided: 1st, the general collection of individual maps; 2nd, sets of sheets on a uniform scale of a country, a county, parishes, cities, or towns, bearing their own series of numbers and

* A paper read before the New York meeting of the Eighth International Geographic Congress in September, 1904.